CITY OF MESA - FALCON FIELD AIRPORT
PLANNED AREA DEVELOPMENT DESIGN STANDARDS

JUNE 2011

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FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

FALCON FIELD AIRPORT, Mesa, Arizona Approach from NE August 2006

I. INTRODUCTION

A. Guiding Principles

The City of Mesa (City) is committed to making Falcon Field Airport (Airport) a premier general aviation airport. The Airport's guiding principles are:

- Provide a safe and operationally efficient facility.
- Provide a diversity of aviation businesses and services for its customers.
- Provide a facility that is environmentally responsible and sensitive to the community.
- Remain financially self-sustaining.

Any development at the airport must demonstrate adherence to these principles.

B. Purpose

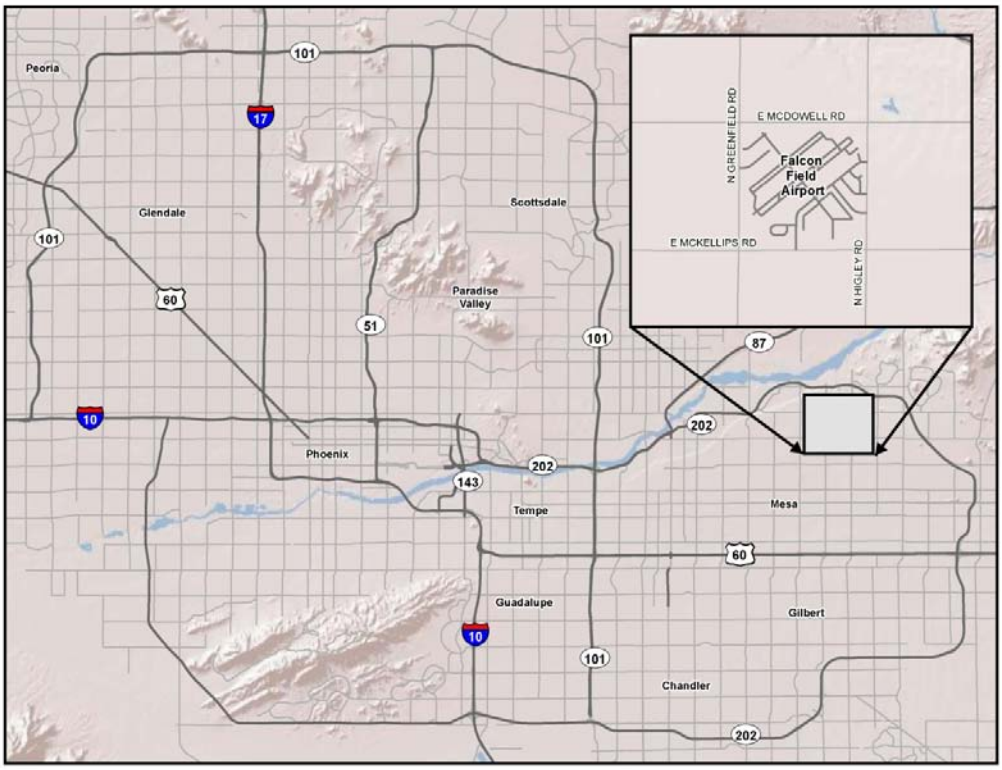
The purpose of the Falcon Field Airport Planned Area Development (PAD) overlay is to provide business owners and developers with development objectives and specific standards for the development of Airport properties to ensure that new development and improvements to existing property will be consistent with the guiding principles and following goals of the City:

- Provide a positive aviation business environment.
- Enhance the appearance of the Airport by defining the unique character of three zones and by encouraging complementary development through landscape, signage, lighting, architectural details, amenities, street furniture, art/sculpture and other elements.
- Enhance the Airport's character by incorporating high quality building materials and aviation themed building forms and details.
- Promote a harmonious environment in which individual buildings can incorporate creative design elements and maintain their identity.
- Encourage development that complements the surrounding area.
- Provide a welcoming feel for airport tenants and visitors.
- Ensure the safety and efficiency of airport operations and compliance with all applicable Federal Aviation Administration (FAA) requirements.

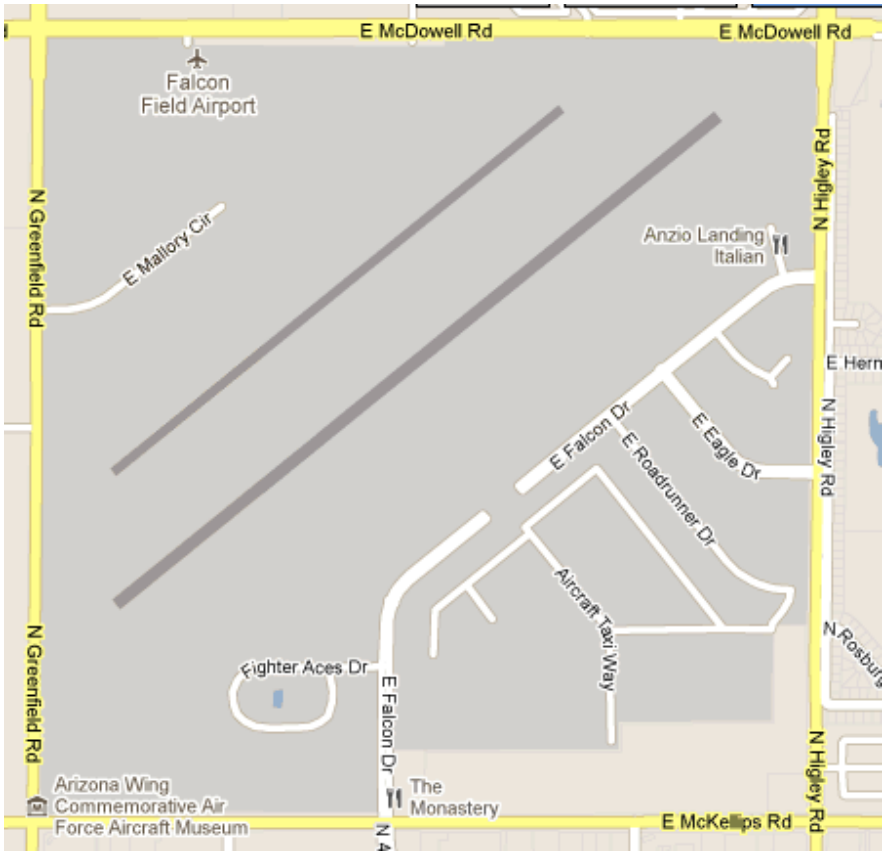
C. Applicability.

The PAD establishes the Airport's unique development standards. The PAD requirements apply to all future development located within the legal boundaries of Falcon Field Airport, except for Airport property owned west of Greenfield Road, and except as outlined below. No land shall be used, and no structure shall be constructed, occupied, enlarged, altered, demolished or moved, except in accordance with the provisions of this PAD. The PAD will be used for new construction and exterior renovations, including façade modifications and landscaping changes. For previously approved projects and projects in progress, refer to the Zoning Code, Chapter 36.

D. Vicinity Map



Airport Map



E. Definitions, Abbreviations and Acronyms

Air Operations Area (AOA): That portion of the Airport that encompasses the landing, takeoff, taxiing, aprons and parking areas for aircraft.

Aircraft: A device that is used or intended to be used for flight in the air.

Airport: Falcon Field Airport owned and operated by the City of Mesa.

Airside: That portion of the Airport that is located on the side of the Safety Fence that includes the runways, taxiways, taxilanes, and aircraft parking ramps. Public access to the airside is restricted.

FAA: Federal Aviation Administration

Foundation Base: The area adjacent to the exterior walls of a building containing hardscape, (entry plazas, covered walkways, sidewalks), ground cover, or landscaping.

Landside: That portion of the Airport that is located outside the Safety Fence. This area is accessible to the general public.

Lease Area: That portion of the Airport that is leased to another party on an exclusive basis.

Object Free Area (OFA): An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Ramp: A defined paved area intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, maintenance or parking of airworthy aircraft.

Runway: A defined area on an airport prepared for landing and takeoff of aircraft along its length.

Safety Fence: Fence separating the AOA (airside) from non-AOA (landside) areas of the Airport.

Safety Fence Clear Zone: An area adjacent to the Safety Fence of 15’ on the landside and 5’ on the airside in which no objects over 18” in height can be located or stored.

Taxilane: The portion of the aircraft ramp that is used for aircraft access between taxiways and aircraft parking positions.

Taxiway: A defined path established for the taxiing of aircraft from one part of the Airport to another.

TSA: Transportation Security Administration

F. **Minimum Requirements and Referenced Standards.** All development within the Airport must comply with applicable codes and regulations of the City, except Zoning Code requirements amended through this PAD. All development must comply with applicable requirements of Maricopa County, the State of Arizona, FAA, Transportation Security Administration (TSA), the Airport Master Plan, and the Falcon Field Airport PAD approved by the City Council. The most stringent requirements shall apply. Applicants are encouraged to consult FAA documents for design criteria. The Falcon Field Sub-Area Plan and Design Inspiration documents provide guidance for development within and around the airport.

G. Administration and Authority

1. **Review Process.** The Airport Director and City Planning Director oversee compliance with these development standards. Review by both the Airport Director and Planning Director, or their designated representative(s), is a mandatory prerequisite to submitting any and all project plans and specifications to the City for final review and permitting. Projects that have frontage on an arterial (specifically, Greenfield Road, McDowell Road, Higley Road, or McKellips Road) or projects that have or will have greater than 20,000 square feet of gross floor area shall be reviewed administratively by the Planning Director after presentation to the Design Review Board. All other projects will be reviewed administratively by the Planning Director.
2. **Appeals.** If an applicant chooses to appeal a decision made by either the Airport Director or Planning Director, site plan decisions will be heard by Mesa's Planning and Zoning Board, and aesthetic decisions will be heard by Mesa's Design Review Board.
3. **Amendments to PAD.** Amendments to the PAD will be reviewed by Mesa's Planning & Zoning Board and must be approved by City Council before implementation.

II. DEVELOPMENT OBJECTIVES

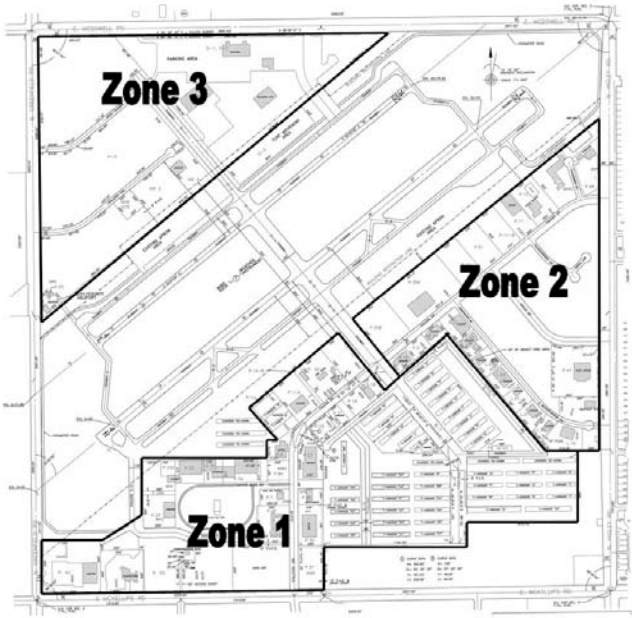
The following development objectives have been established to guide the Airport into becoming an oasis of aviation businesses with high quality employment for professionals, technical experts and highly skilled labor; a regional attraction that draws distant visitors, local employees and area residents; and a place possessing scenic vistas, quality architecture and natural desert landscaping. To accomplish this, the City has established the following development objectives to ensure that the Airport continues to evolve into a place that provides a positive business environment and that it is open and welcoming to the community. The City will be investing in improved landscaping, roadways, sidewalks, signage and lighting along the streets and in the park on the landside. Private development located on the Airport shall include improvements such as themed landscaping, enhanced building design constructed of "high quality" building materials, and specialty lighting to accomplish the following objectives.

A. Background. As Mesa's general aviation reliever airport for Sky Harbor International Airport, the Airport manages a large number of flights, visitors, and businesses. The environment is suitable for a variety of aviation businesses and activities. Established as a training facility for World War II pilots, the Airport has served pilots for seven decades. The Airport supports the region's economic prosperity, nostalgically described by the five C's - cattle, copper, cotton, citrus and climate. The Airport also has a strong connection to the community with a nationally recognized hands-on, active aviation museum and busy City park. Aviation businesses and recreational aviation thrive. The Fly Friendly Program voluntary noise abatement program has reduced aircraft operations' effect on the surrounding community. Looking ahead, the Airport Master Plan envisions a new terminal building, construction of a new taxilane to open up new development opportunities and improved airfield access for aviation businesses and aircraft operators.

B. Development Pattern. Runways and existing street configurations define the shape of developable land within the Airport. The system of runways, taxiways, and taxilanes has been laid out to maximize developable areas with access to the AOA. All hangars are located adjacent to the AOA on at least one side or may be totally surrounded by the AOA. Office space is typically located closer to the street, however, due to the unusual shape of some lease areas this may not be the case. Thoughtful design of new development shall preserve and enhance the economic value and history of this area.

C. Character Areas. The evolution of the Airport has created identifiable areas within the airport.

1. **Zone 1** - the Historic District. This zone is bordered by Greenfield and McKellips Roads and includes Falcon Field Park, West Falcon Drive, the City-owned aircraft storage hangars, the historic World War II hangars, the terminal building, the FAA air traffic control tower, and privately-owned businesses. The theme of the area is focused on the Airport's history with a retro look of airport architecture reminiscent of the 1940's and 50's. As the Airport evolves, this will become a more inviting place where families can enjoy the public amenities that the Airport has to offer.
2. **Zone 2** - the Eastside District. This district is bordered by Higley Road, privately-owned property adjacent to McKellips Road, and Zone 1. East Falcon Drive, Roadrunner Drive, and Eagle Drive are located in this zone. This zone contains existing business development with space for new aviation business development built around future construction of a taxilane across Roadrunner Drive. Currently a mixture of architectural themes, this zone will transform to a more modern theme as new buildings are constructed and existing ones are renovated. It is anticipated that this area will be more traditional in appearance with some modern, artistic enhancements added.
3. **Zone 3 –** the Leading Edge (Northwest) District. Located in the northwest quadrant of the Airport, this zone is bordered by Greenfield Road, McDowell Road, aircraft parking ramp, and taxiways. This zone contains MD Helicopters, privately-owned aircraft storage hangars, and vacant land for new aviation business development. New development will have modern, contemporary architectural design.



Falcon Field Airport

D. Connectivity. Aircraft, vehicles, and people should be able to move safely and efficiently throughout the Airport. Aircraft require large maneuvering areas and have the priority for connectivity and access. Because of this, vehicles and pedestrians circumnavigate aircraft taxilanes to avoid conflict. Pedestrian movement between buildings is desired. Landside areas will have a high degree of connectivity within the lease area and to the surrounding community. Entry monuments and signage will be installed to improve internal and external connectivity.

E. Open Space Qualities. There are two types of open space provided on the Airport: Public use open space and private use open space. Public use open space provides recreational and cultural amenities for the community, airport tenants, and visitors, which include a City park and a terminal building. Public use open space exists along the landside street network. Consistent landscaping, lighting, shaded seating areas and signage throughout the public areas of the Airport will enhance its character. These spaces encourage social interaction. Private use open space is furnished to meet the needs of individual tenants.

F. Site Development. Efficient site layout ensures functional aviation needs are met and guides placement of site improvements and buildings. Lease areas are efficiently arranged to maximize aircraft access to the runways and taxiways. Hangars are adjacent to AOA with vehicle parking, public space, and offices adjacent to streets. Development of each site contributes to the character of the zone it is located in and its relationship to adjacent development so that the public space is enhanced and functions as a whole.

G. Built Environment. Architecture and built structures are compatible with the Airport environment, incorporate high quality building materials, aviation themed forms, and do not reflect one particular style. Building facades facing public areas on the landside are enhanced, and building facades facing the AOA may be functional and basic. Site design, building placement, architecture, landscaping, exterior lighting, signage, and freestanding walls blend harmoniously with the Airport and are appropriate for the given zone.

H. Sustainability. High quality development, defined by these standards, preserves the economic viability and value of the Airport, responds to the unique environment of Falcon Field, Mesa and the desert southwest, and provides opportunities for social interactions and an appreciation of aviation.

III. CITY IMPROVEMENTS

The City will be investing in infrastructure improvements to ensure the airport remains competitive. Specific details are attached in the appendix and are subject to change. Planned improvements:

1. Gateways create a sense of arrival at the Airport. Entry monuments with lush landscaping will identify public entrances to the Airport and inform and direct visitors to public areas. The City will construct a new Entrance Feature at Falcon Drive and McKellips Road. The new feature will clearly identify the public entrance to the Airport and may span the roadway. Conceptually the gateway will respect the history of the Airport and identify it as a successful, forward-thinking place. Entrances at Greenfield Road & Mallory Circle, Higley Road & Falcon Drive, and Higley Road & Eagle Drive will be simplified versions of the main entrance at Falcon Drive and McKellips Road. An entrance feature is also planned for the future entrance at Higley Road & Roadrunner Drive.

2. Falcon Field Park will be maintained and enhanced to celebrate the history of Falcon Field and the cadets who trained here during World War II.

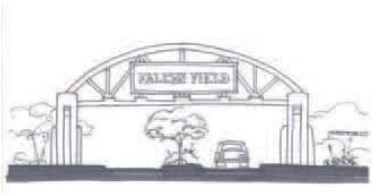
3. Two original World War II hangars are located just north of Falcon Field Park. The Airport plans to keep these iconic buildings and relocate the terminal building in this area.

4. The Falcon Field water tower is a landmark and will remain an identifier for the Airport. It will be repainted to match the new hangars just to the west of it, and identifying descriptors will be added to the side of the tank.

5. The City-owned hangars will be painted more consistent, complementary, earth-tone colors and will be enhanced to commemorate World War II cadets who trained at the Airport.

6. The City will create an attractive, cohesive streetscape that enhances the sense that the Airport is a welcoming, friendly, accessible airport and successful business center. Contemplated improvements include a convenient network of safe and shaded curvilinear walkways for pedestrians throughout the public use areas of the Airport. Alternate modes of transportation will be planned for and clearly marked bike paths and linkages to public transit systems will be incorporated into the layout of public use spaces and individual lease areas, wherever possible and as applicable.

7. Streets will be enhanced with new light fixtures consistent with the theme of each zone. Street furniture may be added to Zone 1 to encourage visitors to stay and watch airplanes take off and land.




IV. DEVELOPMENT STANDARDS FOR LEASE AREAS

A. **Lease Area Site Development.** Lease areas shall be designed to ensure safe maneuvering of aircraft and contribute to the attractive, business-friendly character of the Airport.

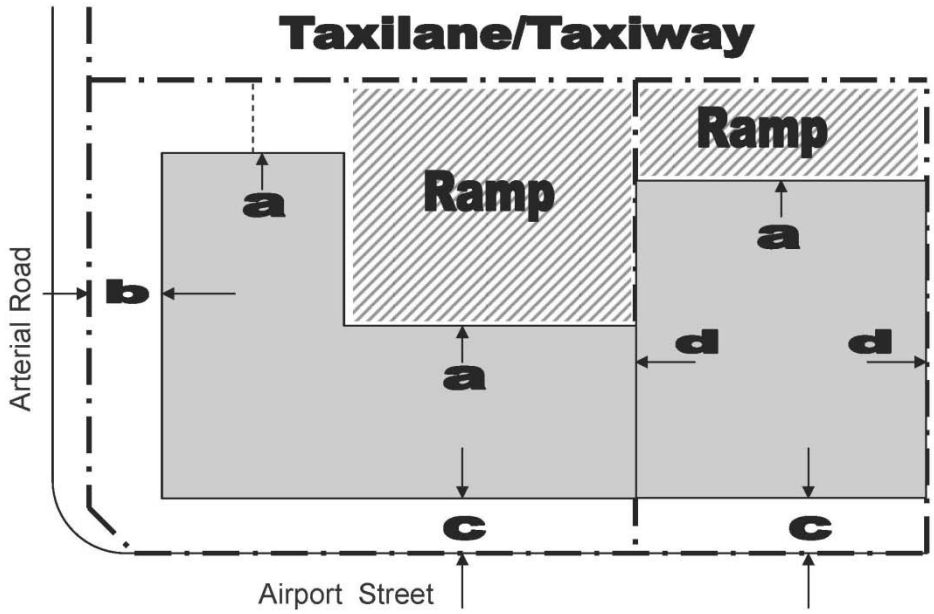
1. **Land Use**. All sites shall be designed for aviation businesses that require hangar space and direct access to taxilanes and taxiways. All projects shall be designed to accommodate ancillary office uses related directly to aviation businesses only. Office space may be located in a different structure from the hangar.

2. **Development Phasing**. The Airport Director and Planning Director may approve phased improvements.

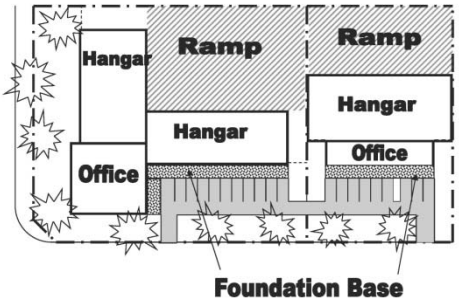
3. **FAA OFA requirements**. All buildings, structures, site improvements and storage shall comply with FAA Object Free Area requirements.

4. **Lease Area Types**. There are two lease area types: Type A with Street Access and Type B with AOA access only. All lease areas shall have direct access to taxilanes or taxiways. The following tables specify the dimensional requirements for development within lease areas.

Lease Area Type A – Street Access



Site Development Example:



Minimum Lease Area Size None, however, ramp shall be equal to or greater than hangar area

Building and Structure Height Comply with FAA requirements

Building, Structure, and Parking Distance from Property Line or Lease Line (minimum setback requirements)

a - Adjacent to AOA (taxiway, taxilane) …….. FAA Object Free Area requirements

b - Adjacent to Arterial (Public) Streets[1] ……. 20’ (measured from right of way)

c- Adjacent to streets within the Airport[2] …. 15’ (measured from lease line)

d - Adjacent to another Lease area:[3]

Airside ……. FAA OFA requirements

Landside …… 10’

Arterial street intersections[4] (not shown) **……** Zoning Code

Adjacent to AOA service road (not shown) **……** 20’ minimum and FAA OFA requirements

[1] McKellips, Higley, Greenfield and McDowell

[2] Examples: Falcon Drive, Roadrunner Drive, Mallory Circle, and Eagle Drive

[3] Awnings, eaves, overhangs, light shelves and basement window wells may encroach up to 3 feet into any required setback, but shall not be closer than 2 feet to any property line or lease line.

[4] All structures, fences and walls must comply with City codes related to visibility at intersections.

Side Yard Landscaping Area

Landside - Maintain 15 feet minimum clear area, free of any obstructions, along the Safety Fence. Landscape with plant material with a mature height of 18 inches or less, pave, or cover with decorative decomposed granite or rock. Trees shall be placed 15 feet away from fence.

Airside - Pave or cover with large rock, as approved by Airport Director. Maintain 5’ minimum clear area, free from any obstruction, along the Safety Fence.

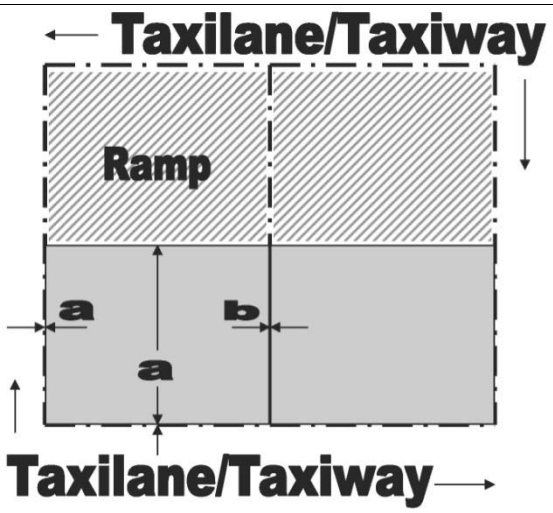
Foundation Base Area

Landside adjacent to parking spaces …….. 10’

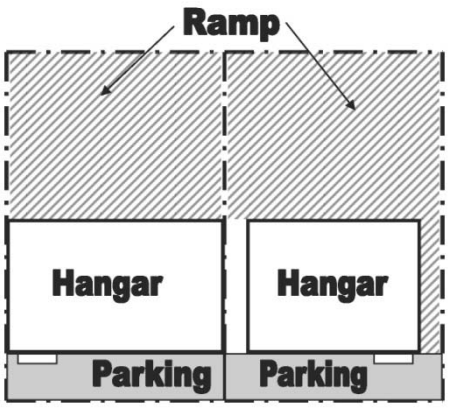
Landside adjacent to drive aisles …… 10’

Airside …… 0’

Lease Area Type B – No Street Access



Site Development Examples:



Minimum Lease Area Size …….. None, however, ramp area shall equal or be greater than hangar area

Note: Lease areas surrounded by apron, taxilane, and taxiway are exempt from requirement to have frontage on a dedicated public street.

Building and Structure Height Comply with FAA requirements

Building, Structure and Parking Distance from Lease Line (minimum setback requirements)

a – Adjacent to AOA (taxilane, taxiway) …… FAA OFA requirements

b – Adjacent to another lease area[1] …….. 0’

Adjacent to AOA service road (not shown) …….. 20’ minimum and FAA OFA requirements

[1]Structures, such as awnings, eaves, overhangs, light shelves and basement window wells, and shall not extend over lease line.

Side Yard Landscaping …… Paved or large rock, no plant material required

Foundation Base …… 0’, except 5’ in front of customer entrance

5. Site Safety

a. All lease areas shall maintain an approved Safety Fence between the landside and airside where a building does not already serve as a safety barrier to the airside.
b. Portions of lease areas located on the landside shall be considered public use areas.
c. Portions of lease areas located on the airside of the Safety Fence shall be considered restricted access areas for only those individuals who have a specific need to be in the AOA.
d. Fence clear zones shall be provided on the landside that facilitate surveillance and deny cover to vandals and trespassers. There shall be no climbable objects, trees, utilities poles, or areas for stackable crates, pallets, storage containers, or other materials within 15' of the Safety Fence on the landside and 5' on the airside. Parking of vehicles is prohibited. Landscaping within 5 feet of the Safety Fence shall have a mature height of no greater than of 18 inches.
e. Lighting shall be provided on both sides of Safety Fence gates. It shall provide visibility to assure that fence/gate signage is readable and card readers, keypads, phones, intercoms and/or other devices at the gate are visible and usable.
f. See Section 13 for additional Safety Fence requirements.

6. Aircraft Ramp

a. An adequate amount of paved surface area shall be constructed to accommodate aircraft that will be parked on the lease area and that will accommodate maneuvering of aircraft.
b. The ramp shall not be used for storage of non-airworthy aircraft, materials, or equipment.
c. Ramp area shall be equal to or greater in square footage than hangar space on the lease area.

7. **Hangars**
   a. All projects shall include hangar space large enough to store, at a minimum, one (1) single engine propeller aircraft.
   b. Hangars shall be located and designed to allow safe maneuvering of aircraft and to limit conflicts between aircraft and other activities.
   c. Hangar design shall comply with the specific design standards for the zone in which it is located.
   d. See Section IV.B. for additional building design requirements.



8. **Office space** – Create an attractive environment that can accommodate office uses on the landside, airside or within a hangar(s).
   a. All developments shall provide ancillary space for office uses. Office space and space for ancillary uses shall be no greater than 25% of the hangar square footage, unless approved by the Airport Director.
   b. Office space may be located in a separate structure from a hangar(s).
   c. **Lease Area Type A**. If office space is constructed facing towards a street, it shall be expressed on the exterior of the building with three dimensional features visible from street. Use placement, building layout, projections, finish material, and orientation to differentiate office space from hangar space if they are located in the same building and there is a public entrance to the office.
   d. See Section IV B for additional building design requirements.



   e. **Lease Area Type B**. With the exception of hangar doors, shaded public entrances should be expressed with distinct materials and shall be located near vehicle parking areas.

9. **Vehicle Parking (Parking)** – Sites shall conform to the Zoning Code parking standards, unless a shared parking plan is approved by the Airport Director and City Zoning Administrator.
    a. All off-lease area parking locations shall be approved by the Airport Director.
    b. Since buildings must include more than one type of use (i.e. hangar space and office space), parking requirements for all use types within the building must be met.
    c. All parking in **Lease Area Type A** shall be provided on the landside.
    d. Cross access easements and shared driveways are encouraged on sites with access to McKellips, Greenfield, McDowell and Higley Roads.
    e. A sidewalk shall connect off-lease area parking area to the primary building entrance.
    f. All parking and circulation areas shall be paved.
    g. Covered parking spaces are encouraged but not required.
    h. Zone 2 parking for Roadrunner Drive and Falcon Drive tenants and visitors may be separate from the lease area.
    i. **Screening of Parking**. Parking areas and drive aisles shall be screened from street(s) with a screening device, such as a masonry wall, berm or combination of walls/berms and densely planted landscaping or 'vertical wire trellis panels'.
        i. All screen walls shall match approved screen wall design, unless alternative approved by Airport Director.
        ii. Screen devices shall be at least 32 inches high and shall not exceed 40 inches in height. See Appendix B for photographs of approved screen walls.
        iii. Berm side slopes shall not exceed 4:1 (horizontal to vertical) and shall be covered with a combination of vegetative and inert ground cover. Inert ground cover should consist of large rocks and decorative decomposed granite.
        iv. Screening devices height shall be measured from the finish grade of the parking lot in the lease area.
        v. When using a screen wall or dense vegetation there shall be a landscaped setback of at least 5 feet between the screen wall and the edge of the parking area when adjacent to the public right of way and 3 feet when adjacent to a private street.
        vi. Screen walls located adjacent to public right of way shall comply with Zoning Code requirements.
        vii. See Section IV. A. 13. for additional screening requirements.

10. **Pedestrian Connections.** Encourage people to walk by providing safe, convenient, comfortable, and efficient sidewalks.
    a. Sidewalks shall be designed to serve internal pedestrian circulation needs, including links to sidewalks within the development, along the street and transit stops.
    b. Sidewalks adjacent to streets shall comply with applicable City Standards.
    c. Sidewalks shall be installed along all streets located within the Airport. Sidewalks should be curvilinear, paved and have a minimum width of 5 feet. Sidewalks within the lease area shall be at least 4 feet in width and paved with a hard, durable surface. Where a sidewalk is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 6 inches high, decorative bollards, or other physical barrier.
    d. Sidewalks within the lease area shall connect the primary entrance of each building or each public entrance to a sidewalk adjacent to the street. Such walkway shall be provided along the shortest practical distance between the main building entry and public/private sidewalk.
    e. When crossing a drive aisle, a pedestrian path or sidewalk should be designated through use of a decorative material.
    f. At public entrances, pedestrian walkways shall be provided with weather protection such as canopies, awnings, arcades and trellises.
    g. Sidewalks shall be designed to be convenient and attractive. Sidewalks should be easily found by first-time visitors.

11. Vehicular Circulation
    a. Unless approved by the Airport Director, City Engineer and City Traffic Engineer, all construction on the Airport shall comply with all applicable City standards for construction in a public right of way.
    b. Curb and gutter shall be installed on all streets, vehicular driveways and parking areas located within the Airport.
    c. Driveways should be functional, attractive and should seamlessly connect public use areas. Private, secure areas should be clearly marked.
    d. Driveways should be sized to accommodate anticipated commercial traffic that requires a larger turning radius.

12. **Outside Storage Areas.** Maintain an attractive environment for the community and adjacent businesses while allowing the open storage of airworthy aircraft.
    a. Any open storage must be accessory to the business located in hangar space.
    b. No airside open storage is allowed, except storage of airworthy aircraft, unless screened from landside public view by an 8' high masonry wall, unless otherwise approved by the Airport Director. See Section IV. A. 13. for additional screening requirements.
    c. No landside outdoor storage is allowed.

13. **Fences, Screen Walls, and Freestanding Walls.** Attractive physical barriers shall be provided where appropriate or required. Fences and walls should be an attractive and integral design component of the development that identify public use areas, define areas intended for private use, and allow natural surveillance.
    a. **Safety Fence**.
        i. Fence shall be 8' high, masonry or black vinyl coated chain link that matches Safety Fence installed by the City.
        ii. Fence shall be located no closer to the street than the building face, unless the fence is masonry and is screening accessory outdoor storage.
    b. Fences and walls are not required along boundaries of the lease area unless required as part of the Safety Fence.
    c. **Height**. Fences and walls within required landside setbacks shall not exceed 8' feet in height, unless enhanced and approved by the Airport Director and Planning Director.
    d. **Prohibited Materials**.
        i. Chain link fencing is not permitted unless it is part of the Safety Fence that delineates the landside from the airside and meets the requirements set forth above in Section IV. A. 13.
        ii. The use of wood, barbed wire, razor wire, embedded glass shards, electrified and other hazardous fencing is prohibited.
    e. **Intersection Visibility**. All fences, walls, and structures must comply with City codes related to Visibility at Intersections.

14. Utility and Mechanical Equipment

a. All utility equipment boxes located on the landside shall be enhanced with a decorative “wrap”.
b. Placement and height of equipment shall comply with FAA requirements.
c. Equipment that requires access for service shall be located on the landside.
d. Screening for Mechanical Equipment. All exterior mechanical equipment, shall comply with the requirements of the Zoning Code unless noted below.
    i. Roof mounted equipment screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e., multiple equipment screens, or “hats,” surrounding individual elements are not permitted). The height of the screening element shall equal or exceed the height of the structure’s tallest piece of installed equipment. Creative alternatives may be considered for approval by the Airport Director and Planning Director.
    ii. Ground-mounted equipment facing a street or not otherwise separated from the street by intervening building(s) shall comply with Zoning Code screening requirements.
    iii. Wall-mounted equipment, including but not limited to electrical meters, electrical distribution cabinets, service entry section (SES), fire sprinkler equipment and similar valves and cabinets that face a street or public parking and are not recessed and/or separated from the street by intervening building(s) or solid masonry wall shall comply with Zoning Code screening requirements.

15. **Service Areas (Hangar Doors, Loading Docks, and Bay Doors).** Service Areas should be designed to function efficiently. With the exception of aircraft hangar doors and pedestrian doors, minimize the impact on adjacent development and limit the view from public use areas by providing screening. See Section IV. 12. for additional requirements.
    a. Hangar doors and pedestrian doors do not require screening. All others should be screened from public view.
    b. **Lease Area Type A**: Service Areas shall not be located on street-facing facades unless screened from public view with a solid 6 foot high masonry wall. If a gate is provided, the gate shall be constructed of durable, opaque material. If a masonry wall exceeds 8' in height, it must be enhanced and approved by the Airport Director and Planning Director.
    c. Service areas located on the airside do not require screening.
    d. Off-street loading spaces shall be paved and shall not encroach into fire lanes.

16. **Trash and Refuse Collection Areas** must be enclosed and should be an integral component of the development. They should be safe, attractive and located on the landside, whenever possible. The location should not be visually prominent.
    a. The refuse collection enclosures shall not be located in front yard setback, landside side yard setbacks, any required parking spaces, required landscape area or any other area that is required to be left clear by City Codes.
    b. Trash and refuse collection areas shall be screened so as to not be visible except when in use. Orient openings away from public view, where possible.
    c. Latching gates shall be provided for all trash enclosures. Gates visible from public areas shall be attractive, consistent with the design theme of the zone and complimentary to buildings and screen walls. Enclosures located on the landside shall have decorative metal gates, and enclosures located on the airside shall have metal gates.

17. Telecommunication Equipment
    a. Telecommunication equipment is a permitted use in accordance with the terms of the ground lease.
    b. The location, design and screening of any equipment shall be subject to approval by the Airport Director.
    c. Equipment shall not be located within the front setback area. Rooftop locations should be avoided.
    d. The total height of the equipment shall not exceed a height of 12 feet above natural grade. Where greater height is required due to restrictions for the signal reception, the City will consider increased heights pursuant to Airport Director approval and pursuant to FAA regulations.
    e. Where possible, all equipment shall be screened from view with landscaping, architectural materials or a combination thereof.
    f. Telecommunications equipment must not interfere with any aircraft operations, landing aids, or navigational aids located on the Airport.
    g. Wireless Communication Facilities shall comply with Zoning Code requirements.

18. **Fire Protection Equipment Screening Requirements.** Roof-access ladders and fire sprinkler risers shall be located within the interior of the structure.

19. **Solar Equipment Screening Requirements.** Roof-mounted solar equipment and solar panels do not require screening.

20. **Stormwater Retention.** All stormwater retention areas shall conform to the Falcon Field Master Drainage Plan and all requirements of the City codes. Rainwater harvesting techniques, such as permeable pavers and diverting rainwater to landscape areas, are encouraged. Retention areas outside the Safety Fence (i.e. landside) shall be covered with a combination of vegetative and inert ground cover. Inert ground cover should consist of large rocks and decorative decomposed granite. Retention areas inside the Safety Fence (i.e. airside) shall be covered with inert ground cover only, no vegetative ground cover.

21. **Lighting and Illumination.**
    a. All lighting and illumination shall comply with FAA requirements and shall comply with Mesa Zoning Code Section 11-30-5.
    b. Light standards located adjacent to streets shall reflect the theme of the zone they are located in.
    c. **Zone 1** – Lights and fixtures located in this zone shall be consistent and shall reflect an 'Old Town Main Street' theme.
    d. **Zones 2 and 3** – Lights and fixtures located in these zones shall be more modern and contemporary than in Zone 1 but shall be non-standard.
    e. All lights and fixtures shall be sized and located to accommodate large commercial trucks.

B. **Landscaping.** Landscaping should be appropriate for the region and should play a key role in site aesthetics, the development of places where people congregate, and energy and water conservation. Plant material selections should be either native desert plants or plants that adapt well to desert climates.

1. Plant Lists in Appendix A identify appropriate plants for each zone. The plant lists are not all inclusive and some latitude may be exercised as approved by the Airport Director and Planning Director.

2. **Maintenance of Landscaping.** Lease holders shall comply with maintenance requirements of the City Code. The City shall be responsible for maintenance of all landscaping outside lease lines.

3. **Landscaping along arterial roads and Airport streets** shall comply with the following:
   a. **Number of Plants**: At least 1 tree and 5 shrubs per 30 linear feet of street frontage. All fractional amounts shall be rounded up to the next whole number (Example 2.15 trees rounds up to 3 trees). Provide vegetative ground cover that will cover at least 50% of the area at maturity.
   b. **Trees**: All required trees shall be at least 24-inch box size. When located in front of buildings that could contain commercial signage, install trees that branch at sufficient height and width to allow people to see the signage beyond the tree.
   c. **Shrubs**: A minimum of 50 percent of the total required shrubs shall be 5-gallon size or larger. No shrubs shall be less than 1-gallon size.
   d. **Ground Treatment**: The entire landscaped yard shall be either covered with decorative, colored decomposed granite, boulders, large rock, 'desert varnish or cobble', desert tree mulch, turf (in limited and appropriate areas), or supplemental shrubs and ground covers, including flowers. The use of turf should be limited to places used by pedestrians.

4. Landscaping along lease lines adjacent to other lease areas shall comply with the following requirements:
   a. **Lease Area Type A**: The side yard landscaping on the landside shall be no closer than 15' feet from the Safety Fence unless it is less than 18" in height. Side yard landscaping on the airside shall be no closer than 5' to the Safety Fence unless it is less than 18" in height.
   b. **Lease Area Types A and B:** The side yard area located on the airside shall be either paved or have large rock cover. Large rocks shall be placed no closer than 5' from the Safety Fence. Landscaping on the airside is not required except at customer entrances and shall not exceed 18" in height when mature.

5. Lease areas adjacent to undeveloped areas are not required to install extruded concrete curbing along lease area lines.

6. Parking area landscaping shall comply with the Zoning Code requirements and shall meet the criteria established for the zone in which it is located.

7. Foundation Base.
   a. **Lease Area Type A Landside Only**
      1. Buildings shall have a foundation base of plant materials such as trees, shrubs, ground covers, accent plants and/or hardscape, such as decorative pavement and pavers, adjacent to exterior building walls on the landside.
      2. Pedestrian areas and building entrance plazas should be shaded with trees and shade structures.
      3. **Number of Foundation Base Trees.** A minimum of 1 tree per 30 linear feet or less of exterior wall length of a building adjacent to foundation base shall be provided. Any calculation resulting in a percentage of a whole tree shall be rounded up to the nearest whole. At least 2 trees shall be provided for every building with a street facing façade.
      4. **Size of Foundation Base Trees.** The required trees shall be 24-inch box size.
      5. The Foundation Base landscape area shall be at least equal in length to 50 percent (minimum) of adjacent exterior wall.
      6. Foundation Base trees shall be in planters that are at least 8 feet by 8 feet in size. Other plant material shall be in planters that are at least 3 feet by 3 feet in size.
      7. **Ground treatment** shall be either covered with decorative, colored decomposed granite, boulders, large rock, 'desert varnish or cobble', desert tree mulch, turf (in limited and appropriate areas), or supplemental shrubs and ground covers, including flowers.
      8. If the Foundation Base contains expansive soils (as determined by a certified engineer) the plant material shall be placed away from the building.



   b. **Lease Area Types A and B** office entrances located on the airside shall provide a minimum 5' wide concrete Foundation Base which may include shrubs and/or flowers that do not exceed 18" in height and decorative de-composed granite. All other airside areas do not require Foundation Base.

8. Alternative Landscape Plans may be considered for approval pursuant to Zoning Code Section 11-33-7.

9. **Zone 1 Landscaping** will have a welcoming, 'Old Town Main Street' feel with shady, lush, and colorful landscaping. Strategically placed shaded plazas and turf areas will be provided for visitors. Deciduous shade trees and trees similar in form to citrus will line the streets.









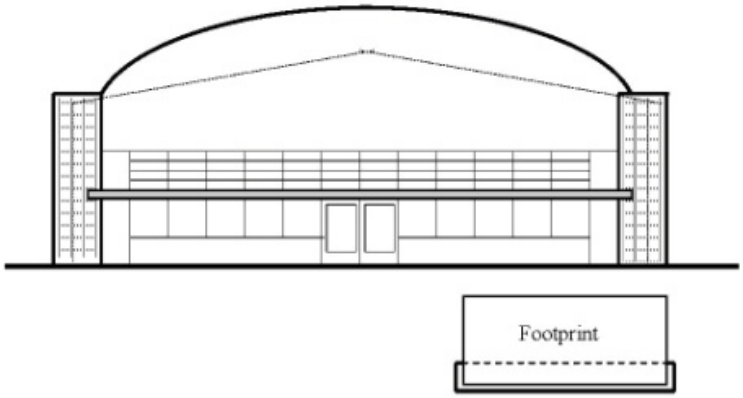

Zones 2 and 3 Landscaping will be similar to a lush desert garden with a variety of plants, forms, color and textures. Landscaping will be sensitive to the region and consist of native desert plants or plants adapted to the desert. Plants should be allowed to grow naturally, as they would in the desert, without excessive pruning.

C. Building Design. New buildings and renovations of existing buildings should convey a positive, progressive image, respecting the historical significance of Falcon Field, accommodating the present, and capable of responding to future opportunities. Desirable, functional and attractive developments will be achieved by allowing flexibility in implementing the architectural standards listed below.

1. **Lease Area Type A - General Architectural Standards:**
   a. **Primary Public Entrances.** Building materials, architectural composition and/or detailing shall focus the public's attention on the primary public pedestrian entrance to the building or tenant space(s).
   b. Form, Materials and Color.
      i. Massing and/or rooflines shall be used to create attractive building façades facing the street.
      ii. Buildings that occupy sites with frontage on arterial roads shall include a signature statement for the Airport.
      iii. Regional building materials, such as masonry, stone, concrete, and copper should be used in creative ways.
      iv. Materials used for walls that define interior office spaces shall project from face of hangar walls. Use at least 3 different "high quality" durable, low-maintenance materials, such as pre-cast concrete panels, stucco, copper, corten steel and masonry on street facing office facades. Small amounts of hangar metal may be displayed as an accent.
      v. When hangars are located adjacent to the front setback line, the façade facing the street shall have an articulated durable finish, such as stucco, pre-cast concrete or masonry block.
      vi. Colors should be desert tones that are consistent with the natural surrounding Sonoran Desert region and should not be highly reflective. Complementary accent colors are encouraged.
   c. Architectural Detailing.
      i. Arrange profiles, finishes, textures and materials in a well-designed attractive composition.
      ii. Canopies, entrances, windows, accents, vents, roof edges, control joints, panel edges and site walls shall provide architectural interest on the building façade facing the street.
      iii. Each building shall include a curvilinear design or accent that is reflective of the curved roof design of the original World War II hangars located at the Airport.

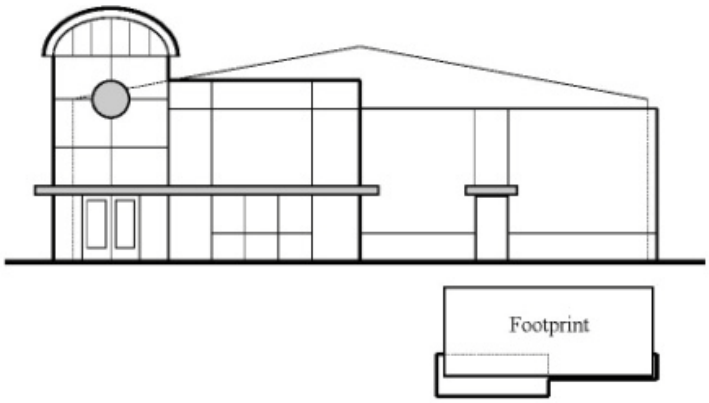
2. **Lease Area Type A Specific Building Design Considerations**. Photographs and examples of Building Elevations have been provided to assist developers and architects. Creative alternatives are encouraged and shall contain the same or greater degree of interest as the examples given.
   a. **Zone 1 – Historic District**. Building designs should be responsive to the historical context and imagery of the Airport and should be reminiscent of vintage 1940's airport architecture.
      i. Appropriate architectural forms include arched rooflines or accents, stepped massing, horizontal canopies, round accent windows, windows with horizontal divided lights and simple storefronts.
      ii. Windows and storefronts should reflect the pattern of historic structures or should be a creative interpretation of them.

Zone 1 Building Elevation Examples



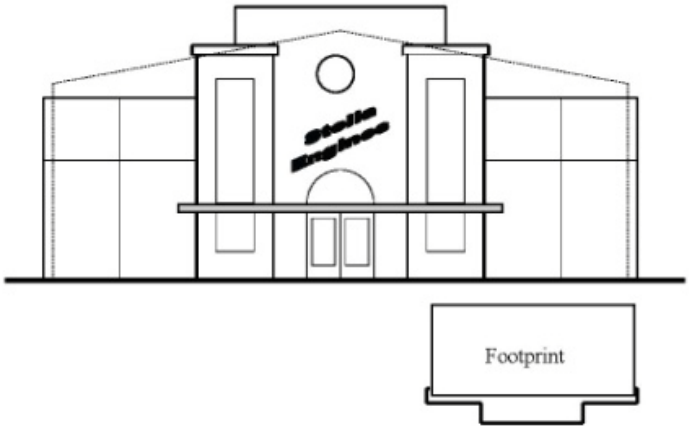
Building Elements

- Creative building form—curved parapet reminiscent of 1940's hangar
- Quality, durable materials—Stucco finish and masonry
- Clearstory windows reminiscent of 1940's hangars
- Horizontal shade canopy
- Centered identifiable entrance



Building Elements

- Creative design element—Tower element reminiscent of air traffic control tower over entrance
- Curved accent element
- Quality, durable material—Pre-cast concrete panels
- Round window—historic detail
- Horizontal shade canopy reflects historic detail

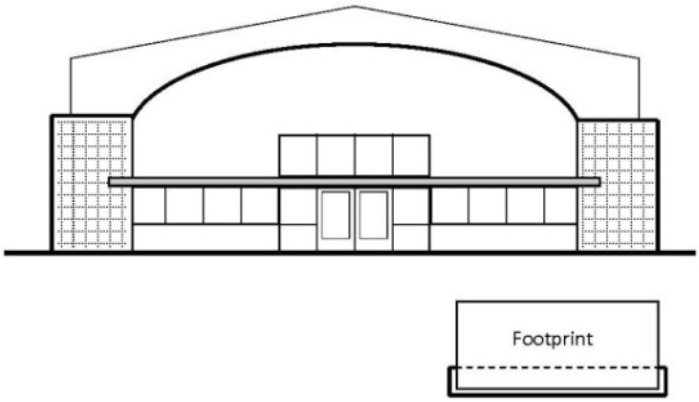


Building Elements

- Creative stepped massing reminiscent of 1940's airport terminal architecture
- Quality durable materials—stucco with textured accents
- Round window accent
- Entrance with curved accent element is focal point of facade
- Horizontal canopy shades windows and doors

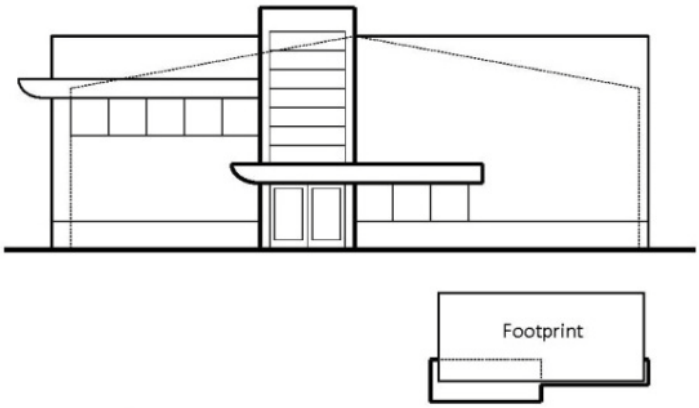
b. **Zone 2 – Eastside District**. New and renovated buildings should express a contemporary aviation architectural theme. Improvements to existing buildings should be consistent with this theme.
   i. Buildings should have attractive contemporary design forms with building materials used in creative and interesting ways, such as arched rooflines or accents, aviation-themed accents, stepped massing, horizontal canopies, curved canopies, and round accent windows.
   ii. Renovated buildings should incorporate decorative features and aviation-themed accents, such as curved canopies, round accent windows and windows with horizontal divided lights.
   iii. Copper accents and corten steel features are encouraged.

Zone 2 Building Elevation Examples



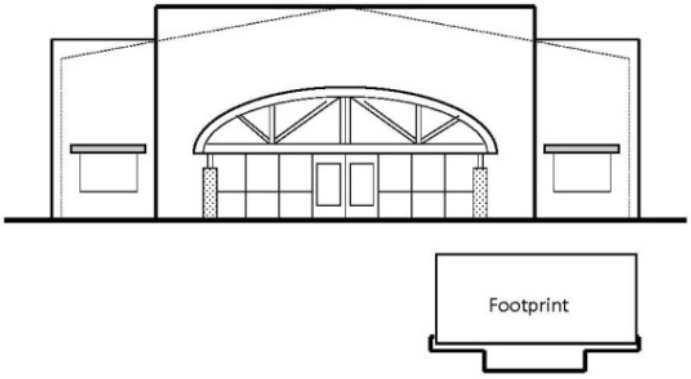
Building Elements

- Curved stucco panel with hangar backdrop
- Quality, durable stucco finish with masonry
- Entrance is identified with Clearstory windows over entrance
- Horizontal shade canopy adds interest to building facade
- Color enhances the simple form



Building Elements

- Contemporary design expressed by stepped form, massing and transparency
- Decorative canopy over entrance
- Contemporary finish materials—Stucco and copper or corten steel
- Horizontal shade canopy over windows
- Horizontal bands add interest above entrance

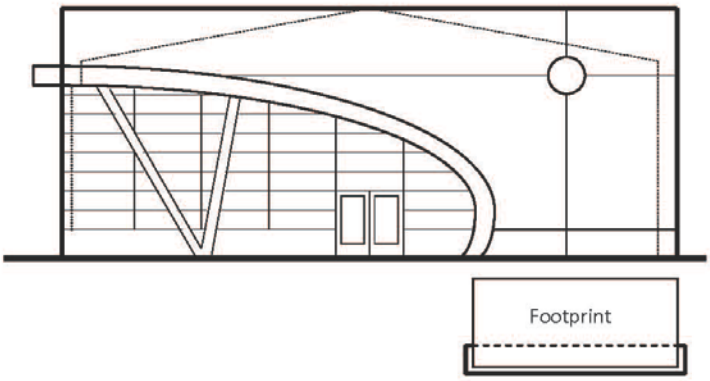


Building Elements

- Architectural massing conceals metal hangar
- Stepped form adds interest
- Decorative curved entrance feature
- Quality durable materials—stucco finish, concrete or corten steel columns, metal bowstring truss
- Unique arrangement of typical building features
- Shade canopies over windows
- Concrete columns

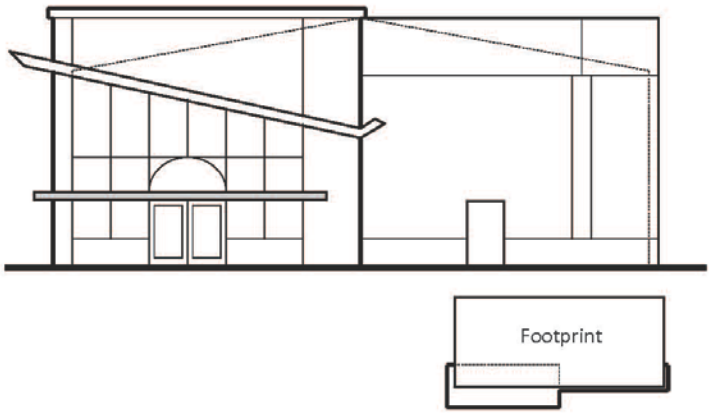
c. **Zone 3 – "The Leading Edge" Northwest District**. Buildings should express a modern contemporary aviation architectural theme that reflects the innovative character of hi-tech, aviation based businesses.
   i. Buildings shall have contemporary design forms utilizing building materials in innovative, creative ways. Facades should incorporate creative interpretations of arched rooflines, aviation-themed accents, stepped massing, wide horizontal canopies, curved canopies, round accent windows, windows with horizontal divided lights and simple storefronts.
   ii. Glass and aluminum frames should be used in creative ways. Copper accents and corten steel features are encouraged.

Zone 3 Building Elevation Examples



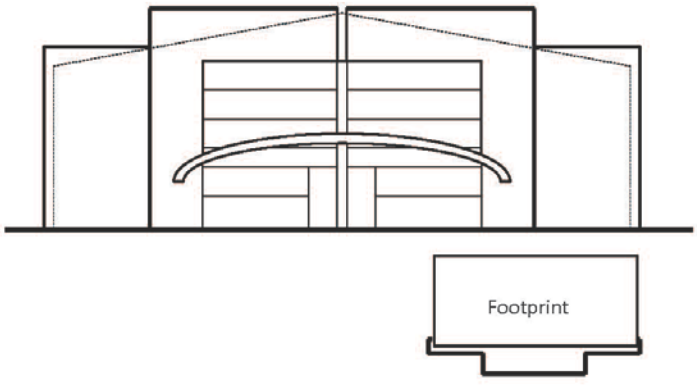
Building Elements

- Contemporary architectural style
- Non-conventional use of typical building materials—Metal and Stucco
- Unique curved shade canopy shades windows and identifies entrance
- Sculptural support for canopy
- Contemporary window



Building Elements

- Contemporary architectural style
- Aviation theme in decorative canopy element over entrance
- Quality, durable materials—Precast concrete panels and stucco finish
- Shaded entrance
- Creative composition of massing and transparency



Building Elements

- Contemporary architectural style
- Building massing, interesting rooflines creatively express building's use
- Quality, durable materials—masonry and/or stucco finish
- Curved shade canopy identifies and shades entrance
- Horizontal windows

3. **Lease Area Type B - General Architectural Standards**:
   a. **Primary Public Entrances.** Building materials, color and/or detailing shall focus the attention on the primary pedestrian entrance to the building or tenant space(s).
   b. Form, Materials, and Color.
      i. Standard building materials should be used in creative ways.
      ii. Materials shall be used to add interest to hangar walls visible from at least 100 feet away. Acceptable examples include using different materials to distinguish interior spaces, enhance the base of the building with decorative masonry or identify the entrance. Use at least 3 different durable, low-maintenance materials, textures or colors.
      iii. Colors should be desert tones that are consistent with the natural surrounding Sonoran Desert region and should not be highly reflective. Complementary accent colors are encouraged.
   c. **Architectural Detailing.** Arrange vents, openings and other functional elements in an attractive composition. Entrances and windows shall provide architectural interest in the building façade.



4. **Solar Panels**. Solar panels may be installed on parking canopies and rooftops.



D. **Environmental Design** – Sustainable design principals ensure that buildings are efficient, comfortable and designed to last.

1. Site

a. Arrange occupied spaces for optimum exterior views and orientation; minimize spaces with western orientation.
b. Minimize use of asphalt paving, except in aircraft ramp area, to reduce heat island effect through alternative paving materials or reduced paving areas.
c. Ramp areas must be buffered from streets and surrounding neighborhoods by buildings to minimize noise during aircraft run-ups.

2. Buildings

a. Building shape should allow for maximum exposure in northerly and southerly directions with east west exposures minimized.
b. Wherever possible, provide shade at all glazed openings other than north-facing.
c. Utilize double-glazing and energy-efficient glazing (low-E) and frames.
d. Create a well-insulated building envelope.
e. Utilize roof materials that minimize heat and noise transfer.
f. Select materials that are durable and appropriate for the climate and effects of the harsh sun.
g. Where possible, utilize structural material that requires little or no finish treatment in visible areas.
h. Relatively light colored material and finishes should be employed on building exteriors (light enough to reduce heat gain, but not so light to contribute to glare and reflected heat gain).
i. Reflective glazing is prohibited.
j. Utilize windows for natural lighting. Use clerestory windows in lieu of skylights to maximize natural light and ventilation, while minimizing potential roof leaks and heat gain.
k. Utilize building materials that contain recycled content, like steel, and local material, like concrete.
l. During construction, allow for collection and/or sorting of recyclable construction materials to direct construction waste to recycling facilities rather than to landfills.

3. **Infrastructure**. Reduce potable water use by utilizing proper irrigation of low water use plants, installing low water use plumbing fixtures and diverting rainwater to landscape areas through drainage swales and scuppers in extruded curbs. .

4. **Brownfield Redevelopment**. Brownfield sites are abandoned or underused industrial and commercial facilities and sites available for re-use. Expansion or redevelopment of such a facility or site may be complicated by real or perceived environmental contaminations. Redevelopment of Airport brownfield sites is encouraged, where possible.

5. Energy Efficient Design

a. Buildings should incorporate passive solar design, appropriate orientation, day lighting, natural cooling, and solar water heating where possible.
b. The building envelope, windows, and mechanical systems should be designed together, not in isolation.

E. Signage – Airport signage will provide clear direction into the Airport, promote efficient way-finding through the Airport, and provide businesses the opportunity to clearly identify their location. Lease Areas signs should be in harmony with the style and character of the development and an integral design component of the building architecture, building materials, landscaping, and overall site development. For specific requirements refer to the City of Mesa Sign Regulations.

1. **Attached Signs**. Integrate attached signs with the primary physical features of the building and complement the building architecture.
    a. Signs are to be composed of individual letters such as pan channel letters, reverse pan channel letters, upgraded cabinet forms, or other durable material, and shall be mounted so that the attachment device is not visible or discernable.
    b. Internally illuminated cabinet signs are to provide opaque backgrounds so that only the sign copy is illuminated. Where the background is integral to the design of a corporate image or a registered trademark, the background is to be colored to mute the amount of illumination.
    c. Raceways shall not be exposed to public view.

2. **Detached Signs**. Design freestanding signs by incorporating design features associated with the buildings or structures expressed as an architectural component of the project.
    a. Provide monument sign structures with a base of durable material, such as stone, exposed masonry, or stucco finish on masonry. Use sign cabinets and sign faces mounted atop a base bordered by the architectural features, materials, and embellishment of the entire sign. Uncovered pole signs and unenhanced sign cabinets are not allowed.
    b. Use exterior materials, finishes, and colors in harmony with, or an upgrade to, those of the buildings or structures on site.
    c. Reflect distinctive elements of the general architectural style or design theme of the development and the Zone in the sign structure.
    d. Use embellishment to incorporate the primary design elements or unique architectural features of the buildings or structures.
    e. Internally illuminated signs are to provide opaque backgrounds so that only the sign copy is illuminated. Where the background is integral to the design of a corporate image or a registered trademark, the background is to be colored to mute the amount of illumination.
    f. Design sign copy area not to exceed a horizontal to vertical ratio of 2:1.

3. The City will provide way-finding signage in the non-leased public use areas and along Airport streets. Placement of tenant signage in these public use areas is prohibited unless approved by the Airport Director.

ZONE 1 – HISTORIC DISTRICT PREFERRED PLANTS

LIST IS NOT ALL INCLUSIVE, OTHER VARIETIES MAY BE APPROVED BY THE AIRPORT DIRECTOR AND PLANNING DIRECTOR

TREES – ZONE 1

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
ACACIA FARNESIANA	SWEET ACACIA	*PRUNUS CERASIFERA 'ATROPURPUREA'*	JAPANESE PURPLE PLUM
CELTIS RETICULATE	WESTERN HACKBERRY	*QUERCUS ARIZONICA*	ARIZONA OAK
CERCIS CANADENSIS MEXICANA	WESTERN REDBUD	*QUERCUS BUCKLEYI*	TEXAS RED OAK
CITRUS SPECIES	CITRUS	*QUERCUS EMORI*	EMORY OAK
CHITALPA "PINK DAWN"	CHITALPA	*QUERCUS VIRGINIANA 'HERITAGE'*	HERITAGE LIVE OAK
DALBERGIA SISSOO	SISSOO TREE	*SENNA ATOMARIA*	PALO ZORILLO
EBENOPSIS EBANO	TEXAS EBONY	*SOPHORA SECUNDIFLORA*	TEXAS MOUNTAIN LAUREL
FICUS SPECIES	ALL FICUS	*VAUQUELINIA CALIFORNICA*	ARIZONA ROSEWOOD
FRAXINUS VELUTINA	ARIZONA ASH	*VITEX AGNUS-CASTUS*	CHASTE TREE
JACARANDA MIMOSIFOLIA	JACARANDA		
PISTACIA CHINENSIS	CHINESE PISTACIA		
POPULUS FREMONTI	FREMONT COTTONWOOD		

SHRUBS – ZONE 1

ALYOGYNE HUEGELII	BLUE HIBISCUS	*PHOTINIA FRASERI*	PHOTINIA
ANISACANTHUS THURBERI	DESERT HONEYSUCKLE	*PITTOSPHORUM TOBIRA*	DWARF MOCK ORANGE
BOUGAINVILLEA VAR.	BUSH BOUGAINVILLEA	*PLUMBAGO SP*	PLUMBAGO
CAESALPINIA GILLIESI	YELLOW BIRD OF PARADISE	*PYRACANTHA SP*	PYRACANTHA
CAESALPINIA PULCHERRIMA	RED BIRD OF PARADISE	*RAPHIOLEPIS INDICA*	INDIAN HAWTHORNE
CALLIANDRA CALIFORNICA	RED FAIRY DUSTER	*RUELLA SP.*	RUELLA
CARISSA GRANDIFLORA	NATAL PLUM	*SALVIA CLEVELANDII*	CHAPARRAL SAGE
CASSIA NEMOPHILA	GREEN FEATHERY CASSIA	*SALVIA GREGGII*	AUTUMN SAGE
CHRYSACTINIA MEXICANA	DOMIANITA DAISY	*SALVIA LEUCANTHA*	MEXICAN BUSH SAGE
CORDIA BOISSIERI	TEXAS OLIVE	*SIMMONDSIA CHINENSIS*	JOJOBA
DODONAEA VISCOSA	HOP BUSH	*SOPHORA SECUNDIFLORA 'SILVER PESO'*	SILVER PESO
GOSSSYPIUM HARKNESSII	SAN MARCOS HIBICUS	*TECOMA STANS ALL CULTIVARS*	ARIZONA YELLOW BELLS/ORANGE BELLS
JASMINUM MESNYI	PRIMROSE JASMINE	*TECOMARIA CAPENSIS*	CAPE HONEYSUCKLE
JUSTICA CALIFORNIA	CHAPAROSA	*VAUQUELINIA CALIFORNICA*	ARIZONA ROSEWOOD
JUSTICA CANDICANS	HUMMINGBIRD BUSH		
JUSTICA SPILIGERA	MEXICAN HONEYSUCKLE		

LEUCOPHYLLUM LAEVIGATUM	CHIHUAHUAN SAGE	*VIBURNUM SUSPENSUM*	VIBURNUM
NANDINA DOMESTICA	HEAVENLY BAMBOO	*XYLOSMA CONGESTUM*	XYLOSMA
NERIUM OLEANDER 'DWARF'	DWARF OLEANDER		
CACTI AND SUCCULENTS – ZONE 1			
NONE			
ACCENTS, GROUNDCOVERS, FLOWERS AND VINES – ZONE 1			
ANTIGONON LEPTOPUS 'BAJA RED'	QUEEN'S WREATH	*MACFADYENA UNGUIS-CATI*	CAT'S CLAW VINE
		MERREMIA AUREA	YUCA VINE
BAILEYA MULTIRADIATA	DESERT MARIGOLD	*MELAMPODIUM LEUCANTHUM*	BLACKFOOT DAISY
BOUGAINVILLEA SP	RED BOUGAINVILLEA		
BULBINE FRUTENS 'YELLOW'	YELLOW SHRUBBY BULBINE	*MYOPORUM PARVIFOLIUM*	TRAILING MYOPORUM
CHRYSACTINIA MEXICANA	DAMIANITA	*OENOTHERA BERLANDIERI*	MEXICAN EVENING PRIMROSE
CONVOLVULUS CNEORUM	BUSH MORNING GLORY		
DIETES VEGETA	FORTNIGHT LILLY	*PENSTEMON SP*	PENSTEMON
DROGSANTHEMUM SPECIOSUM ROSEA	ICE PLANT	*PODRANEA RICASOLIANA*	PINK TRUMPET VINE
		ROSA BANKSIAE	LADY BANK'S ROSE
ERIGERON DIVERGENS	FLEABANE	*RUELLIA BRITTONIA*	KATIE RUELLIA
ESCHSCHOLZIA CALIFORNICA	CALIFORNIA POPPY	*TAGETES LEMMONI*	MOUNTAIN MARIGOLD
ESCHSCHOLZIA MEXICANA	MEXICAN GOLD POPPY	*TEUCRIUM CHAMAEDRYS*	CREEPING GERMANDER
EUPHORBIA RIGIDA	BLUE EUPHORBIA	*VERBENA SP.*	VERBENA
FICUS PUMILA	LITTLE LEAF FIG	*VINCA MAJOR*	VINCA MAJOR
GALLARDIA PULCHELLA	BLANKET FLOWER	*WEDELIA TRILOBATA*	YELLOW DOT
LANTANA SP.	LANTANA SP	*ZEPHYRANTHES CANDIDA*	RAIN LILY
GRASSES – ZONE 1			
CYNODON DACTYLON	BERMUDA GRASS		

ZONE 2 – EASTSIDE DISTRICT AND ZONE 3 – NORTHWEST DISTRICT PREFERRED PLANTS

LIST IS NOT ALL INCLUSIVE, OTHER VARIETIES MAY BE APPROVED BY THE AIRPORT DIRECTOR AND PLANNING DIRECTOR

TREES – ZONES 2 AND 3

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
ACACIA BERLANDIERI	GUAJILLO	*LYSILOMA MICROPHYLLA VAR. THORNBERI*	FERN OF THE DESERT
ACACIA GREGGII	WHITE THORN (CAT-CLAW) ACACIA	*LYSILOMA WATSONII*	FEATHER BUSH
ACACIA SALICINA	WILLOW ACACIA	*OLNEYA TESOTA*	IRONWOOD
ACACIA SHAFFNERI	TWISTED ACACIA	*PARKINSONIA (SYN. CERCIDIUM) HYBRID*	HYBRID PALO VERDE AND ALL RELATED CULTIVARS
ACACIA SMALLII	SWEET ACACIA	*PARKINSONIA PRAECOX*	PALO BREA
ACACIA WILLARDIANA	WHITE BARK ACACIA/ PALO BLANCO	*PITHECELLOBIUM FLEXICAULE*	TEXAS EBONY
CAESALPINIA CACALACO	CASCALOTE	*PITHECELLOBIUM MEXICANUM*	MEXICAN EBONY
CHILOPSIS LINEARIS	DESERT WILLOW	*PROSOPIS SP.*	MESQUITE
EYSENHARDTIA ORTHOCARPA	KIDNEYWOOD	*SAPINDUS DRUMMONDII*	WESTERN SOAPBERRY
FORCHAMMERIA WATSONII	PALO JITO	*SOPHORA SECUNDIFLORA*	TEXAS MOUNTAIN LAUREL
FRAXINUS GREGGII	GREGG ASH		

SHRUBS – ZONES 2 AND 3

AGAVE SP.	AGAVE	*ERICAMERIA LARICIFOLIA*	TURPENTINE BUSH
AMBROSIA DELTOIDEA	BUR-SAGE	*GOSSSYPIUM HARKNESSII*	SAN MARCOS HIBICUS
ASCLEPIAS LINARIA	PINELEAF MILKWEED	*HESPERALOE PARVIFLORA*	RED YUCCA
ATRIPLEX CANESCENS	FOURWING SALTBUSH	*JUSTICA SPICIGERA*	MEXICAN HONEYSUCKLE
BUDDLEIA MARRUBIFOLIA	WOOLLY BUTTERFLY BUSH	*LARREA SP*	CREOSOTE
CALLIANDRA CALIFORNICA	BAJA RED FAIRY DUSTER	*LEUCOPHYLLUM FRUTENSCENS*	'GREEN CLOUD' SAGE
CALLIANDRA ERIOPHYLLA	FAIRY DUSTER		
CASSIA NEMOPHYLLIS	DESERT CASSIA	*LEUCOPHYLLUM LANGMANIAE*	RIO BRAVO SAGE
CASSIA PHYLLODNIA	SILVER LEAF CASSIA		
CELTIS PALLIDA	DESERT HACKBERRY	*LYCIUM FREMONTII*	FREMONT THORNBUSH
CHOLLA SP	CHOLLA	*PSILOSTROPHE COOPERI*	PAPERFLOWER
CORDIA PARVIFOLIA	LITTLE-LEAF CORDIA	*SALVIA SP*	SAGE
DODNEA VISCOSA	HOP BUSH	*SPHAERAICEA AMBIGUA*	GLOBE MALLOW
ENCELIA FARINOSA	BRITTLE BUSH	*VIGUIERA DELTOIDEA*	GOLDEN EYE
EPHEDRA TRIFUCA	MORMON TEA	*YUCCA SP.*	YUCCA
EREMOPHILA VAR	EMU BUSH AND VALENTINE	*ZIZYPHUS OBTUSIFOLIA*	GRAY THORN

CACTI AND SUCCULENTS PLANTS – ZONES 2 AND 3			
AGAVE SP	AGAVE SP.	*FEROCACTUS CYLINDRACEUS*	COMPASS BARREL
ALOE FEROX	CAPE ALOE	*FEROCACTUS WISSLIZENI*	BARREL CACTUS
BULBINE FRUTESCENS 'YELLOW'	YELLOW SHRUBBY BULBINE	*HESPERALOE PARVIFLORA*	RED YUCCA
CARNEGIEA GIGANTEA	SAGUARO	*HESPERALOE FUNIFERA*	GIANT HESPERALOE
CEREUS PERUVIANUS MONSTROSUS	BLUE MONSTROSUS	*OPUNTIA BIGELOVII*	TEDDY BEAR CHOLLA
		OPUNTIA PHAECANTHA	PRICKLY PEAR
CEREUS PERUVIANUS	NIGHT BLOOMING CEREUS	*OREOCEREUS CELCIANUS*	OLD MAN
CLEISTOCACTUS STRAUSII	SILVER TORCH	*PEDILANTHUS MACROCARPUS*	SLIPPER FLOWER
DASYLIRION LONGISSIMA	TOOTHLESS SOTOL		
DASYLIRION WHEELERI	DESERT SPOON	*STENOCEREUS CELCIANUS*	ORGAN PIPE
ECHINOCACTUS GRUSONII	GOLDEN BARREL	*STETSONIA CORYNE*	ARGENTINE TOOTHPICK
ECHINOCEREUS ENGELMANNII	HEDGEHOG CACTUS	*TRICHOCEREUS PACHANOI*	SAN PEDRO
		TRICHOCEREUS TERSHECKII	GOLDEN SAGUARO
		VERBENA SP	VERBENA SP.
ACCENTS, GROUNDCOVERS, WILDFLOWERS AND VINES – ZONES 2 & 3			
ACACIA REDOLENS	TRAILING ACACIA	*LUPINUS SPARSIFLORUS*	DESERT LUPINE
BACCHARIS HYBRID 'CENTENNIAL'	CENTENNIAL COYOTE BUSH	*MASCAGNIA MACROPTERA*	YELLOW ORCHID VINE
		OENOTHERA CAESPITOSA	WHITE EVENING PRIMROSE
BAILEYA MULTRIADIATA	DESERT MARIGOLD	*OENOTHERA STUBBEI*	CHIHUANUAN PRIMROSE
DALLEA GREGGII	TRAILING INDIGO	*PENSTEMON SPECIES*	PENSTEMON
DASYLIRION ACROTRICHE	GREEN SPOON	*ROSMARINUS OFICINALIS PROST*	DWARF ROSEMARY
DIETES VEGETA	FORTNIGHT LILLY		
EUPHORBIA RIGIDA	BLUE EUPHORBIA	*SENNA COVESII*	DESERT SENNA
HESPERALOE FUNIFERA	GIANT HESPERALOE	*SPHAERALCEA AMBIGUA*	GLOBE MALLOW
HYMENOXYS ACAULIS	ANGELITA DAISY	*SWAINSONA FORMOSA*	STURT'S DESERT PEA
MASCAGNIA MACROPTERA	YELLOW ORCHID VINE	*VERBENA RIGIDA*	SANDPAPER VERBENA
LOTUS RIGIDA	ROCK PEA	*SENNA COVESII*	DESERT SENNA
GRASSES – ZONES 2 AND 3			
NOLINA ERUMPENS	BEAR GRASS	*MUHLENBERGIA PORTERI*	BUSH MUHLY

PROHIBITED PLANT LIST FOR ALL ZONES

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
CEDRUS	CEDAR	*OLEA EUROPAEA*	OLIVE TREES
CHAMAECYPARIS	FALSE CYPRESS	*PALMAE*	ALL PALMS
CUPRESSUS	CYPRESS	*PENNISETUM SETACEUM*	FOUNTAIN GRASS
EUCALYPTUS	ALL EUCALYPTUS	*PINUS*	ALL PINES
JUNIPERUS	JUNIPER	*RHUS LANCEA*	AFRICAN SUMAC

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